

BOSTON
PUBLIC
LIBRARY



GOVDOC

BRA

1806

✓

MASCO

Mixed Use Development

Project Notification Form
December 1988

Prepared by:

Medical Area Service Corporation, Boston, Massachusetts
Arrowstreet Inc., Architects and Planners, Cambridge, Massachusetts

MEDICAL AREA SERVICE CORPORATION

December 9, 1988

Mr. Richard Garver
Assistant Director, Special Projects
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Dear Mr. Garver:

We are pleased to submit our Project Notification Form (PNF) for the MASCO Mixed Use Development.

On November 17, 1988 MASCO applied to the Inspectional Services Department for a building permit to construct a mixed use development including office, retail, child care, and accessory parking.

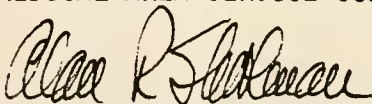
We believe construction of this project will significantly contribute to solving two of the pressing problems for the Longwood Medical Area (LMA) and surrounding community--parking and child care. An intensive design review process with abutters has resulted in a building that fits the scale of the surrounding LMA and is sensitive to abutter concerns of massing and aesthetics.

By copy of this letter, we are transmitting copies of this PNF to the Boston Transportation Department.

We look forward to hearing your comments on this PNF. If we can be of further assistance, please call me or Rick Shea.

Sincerely,

MEDICAL AREA SERVICE CORPORATION


Alan R. Shoolman, President

ARS:ral

Enclosure

cc: Andrew McClurg, Boston Transportation Department
Larry Koff, Boston Redevelopment Authority
C. Vincent Vappi, Chairman, MASCO Board of Directors

333 Longwood Avenue, Boston, Massachusetts 02115 617-732-2310 FAX: 617-732-2759

I. SUMMARY

A. Project Identification:

1. Project Name:
MASCO Mixed Use Development
2. Address Location:
Longwood Avenue at Plymouth Street
3. Land Owner: Congregation Adath Israel
260 The Riverway
Boston, MA 02115
- Ground Lessee: Medical Area Service Corporation
333 Longwood Avenue
Boston, MA 02115
4. Developer:
Medical Area Service Corporation (MASCO)
5. Developer's Representative:
Richard M. Shea, Jr. (732-2310)
6. Architect:
Arrowstreet Inc., Myron Miller (868-1800)
7. Legal Counsel:
Hale & Dorr, Robert Tuchmann (742-9100)
8. Estimated Commencement and Completion Dates:
Construction start date is August 1, 1989.
The estimated completion date is January 1, 1991.
9. Approximate Cost of Construction:
\$14,000,000.
10. Status of Project Design:
Schematic Design.
11. Applicability of Article 31, Boston Zoning Code:
This project does not fall under the requirements for development review under Article 31. However, without waiving its rights, developer is voluntarily submitting this PNF to assist the Boston Redevelopment Authority (BRA) in evaluating and processing the project.

B. Narrative Project Description

The Medical Area Service Corporation (MASCO) proposes to construct a ~~339,600 square foot mixed-use~~ facility on Longwood Avenue on land owned by and adjacent to Temple Israel. The site is currently a ~~62,400 square-foot~~, 225-space surface parking lot bounded on the west by Plymouth Street (a public street); on the north and east by land owned by the Winsor School, a private girl's school; and on the south by Longwood Avenue.

The proposed program consists of 59,241 square feet of office space; 5,432 square feet of ground-floor retail space; an 8,449 square-foot child care center for approximately 80 children; and a 750-space garage.

The office and retail uses will front on Longwood Avenue; the child care along Plymouth Street. More than one third of the garage spaces are to be located below grade. The office space largely screens the garage from views from Longwood Avenue. Negotiations with the abutting Winsor School have resulted in an agreement on a stepped-back massing envelope and a set of design guidelines covering use of materials. (See Appendices). The design also features an internal driveway or drop-off loop to handle vehicular traffic and short-term parking related to the proposed child care center and the existing Temple Israel religious functions.

A widening of the existing Longwood Avenue sidewalk by six feet, and the addition of a pedestrian arcade incorporated into the ground floor of the project, will further define and improve pedestrian linkages to the Riverway parkland area and Longwood MBTA station from the heart of the Longwood Medical Area.

C. List Federal or State agencies from which permits or other actions have been or will be sought:

No State or Federal actions or permits are being sought.

D. List any zoning relief required for this project (including any zoning variances, exception, conditional use permit, interim planning permit, zoning map or text change, or Development Impact Agreement):

1. Conditional Use Permits:

Daycare Center: Zoning Code Section 8-7,
Use Item No. 17

Parking Garage Accessory Use: Section 8-7,
Use Item No. 72.

2. Variances from Use Items:

Retail Stores: Section 8-7, Use Item No. 34

Office of Accountant, Architect, etc.: Section 8-7,
Use Item No. 39

Clinic: Section 8-7, Use Item No. 39A

Real Estate Office: Section 8-7, Use Item No. 40

Office Building: Section 8-7, Use Item No. 41

Barber Shop, Beauty Shop, etc.: Section 8-7,
Use Item No. 43

Tailor Shop, Drycleaning Shop, etc.: Section 8-7,
Use Item No. 48

Storage as an Accessory Use: Section 8-7,
Use Item No. 85

3. Variances from Dimensional Requirements:

Excessive Floor Area: Section 15-1

Insufficient Front Yard: Section 18-4

Insufficient Side Yard: Section 19-1

Insufficient Rear Yard: Section 20-1

Insufficient Set-Back of Parapet:
Section 21-1

E. List any governmental agencies or programs from which
financial assistance for this project is being sought:

None.

II. PROJECT DESCRIPTION

A. Attach map showing location of project; survey if available; site plan and architectural rendering if available:

See Appendix 1.

B. Dimensions

See Appendix 1.

C. Uses - List the current and proposed uses and square footage for each use:

Existing Buildings	Gross Square Footage (estimated)
-----	-----
None	0

Other Existing Uses	Gross Square Footage (estimated)
-----	-----
Parking (surface)	62,400

Proposed Building Uses	Gross Square Footage (estimated)
-----	-----
Retail	5,432
Office	59,241
Child Care	8,449
Storage	6,259
Mechanical	4,829
Accessory Parking (90,608 below grade)	255,390

Other Proposed Uses	Gross Square Footage (estimated)
-----	-----
Public Open Space	11,600

III. ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

A. Transportation Component

1. Traffic Management

The Temple Israel Site Parking Garage and Mixed Use Development Access Plan was submitted to the BRA and Transportation Department in March of 1987. Identified mitigation measures include left-turn prohibitions at the PM peak hour at the Longwood Avenue exit; parking meter removal on Longwood directly opposite the project; management of short-term drop-off loop parking; and the inclusion of a "safety-valve" rear exit from the project via Plymouth Street to the Riverway.

Based on estimates revised to reflect the slight change in development program which has occurred since the filing of the Access Plan, the proposed development will generate approximately 1,828 new daily trips (914 entering, 914 exiting). Added to the estimated 472 daily vehicle trips already using the site, total site traffic is expected to be approximately 2,300 daily vehicle trips. The number of vehicle trips arriving during the AM peak hour is expected to increase by 236 (from 86 to 322, while the number of vehicle trips departing during the PM peak hour is expected to increase by 257 (from 86 to 343).

Construction and operation of this garage will improve traffic conditions in the LMA by supplying a reservoir of short-term (turnover) parking to satisfy local demand. Locating these parkers off-street at this new garage (and at other off-street locations) will allow meters to be removed along Longwood Avenue and parts of Brookline Avenue, a key recommendation of the area-wide LMA Transportation Study of 1987/88.

The siting of this garage near the perimeter of the LMA will cause parkers to be intercepted before they traverse much of the internal street network of the LMA, thereby reducing the number of cars on LMA streets.

Coordinating the operation of this new garage with MASCO's other parking locations will facilitate the parking of employees based on the origin and destination of their trips to the LMA, thus eliminating unnecessary cross trips through the area.

2. Parking Management

Demand for Parking

The project is intended to meet some of the pent-up demand for employee parking in the Longwood Medical Area. Factors affecting this continuing demand for on-site parking are:

- a) Though more member institutions are joining the off-site parking program, institutions continue to have a number of key employees who must park on site, such as physicians and hard-to-recruit nurses;
- b) It is difficult to find and secure off-site parking locations because of neighborhood concerns. In addition, development pressures on parking lot owners frequently make them unwilling to tie up their land in long-term leases;
- c) Member institutions are shifting their adjacent garages to patient and visitor parking, which requires them to relocate employees further away. (The project is at edge of LMA.)

An indication of the demand for parking is illustrated by letters received by MASCO from member institutions requesting 1,125 spaces in this proposed project, which is significantly more than this project can provide. The LMA Transportation Study by MASCO and Vanasse Hangen Brustlin, and the Sears Building Re-use Study by MASCO and Skidmore Owings and Merrill each showed a significant demand for parking in the Longwood Medical Area.

The expected distribution of daily net new parking space by user type is shown below:

LMA Employee Parking.....	290
Turnover Parking.....	110
Building Employees.....	<u>125</u>
	525

Residents of the condominiums along Pilgrim Road have expressed strong interest in evening and weekend parking. Discount parking will be provided to these residents and others at off-peak hours.

Under the terms of the lease, Temple Israel events have the highest priority for parking uses, i.e., high holy days, funerals, or other special parking needs. Additionally, special event parking will be provided to the Winsor School.

Additional features of the parking management plan include:

An enclosed off-street drop-off loop has been incorporated into the building to handle pickup and drop-off associated with the Temple religious functions and religious school and child care center operation. The ten parking spaces in this area will be monitored by the MASCO garage manager to ensure their very short-term usage. The drop-off loop also represents an internal queuing area for vehicles well off the street.

Handicapped spaces will be present on each floor adjacent to the elevators and at other locations.

Several spaces will be reserved for vans from Caravan's vanpooling operation.

Pricing Structure

The estimated monthly parking rate to be charged is \$180, starting in January, 1991.

The turnover parking rate for the garage will be based upon existing market conditions in the LMA. The current all-day rate is \$14. Based on Brookline Avenue and Longwood Avenue Meter Utilization studies there is a preponderance of short-term parkers along Longwood Avenue and parts of Brookline Avenue. To provide replacement parking for these people when meters are removed, short-term parkers (up to 90 minutes) will be accommodated in the garage.

3. Construction Management

Appropriate construction techniques and staging methods will be employed in order to provide for the safety of abutters and pedestrians; to maintain vehicular traffic; and to avoid unreasonable noise, dust, encroachments, vibration, and other construction impacts. A construction management agreement will be

developed by MASCO and consultants Vanasse Hangen Brustlin to comply with the requirements of the Boston Transportation Department.

MASCO has agreed to provide a representative to attend construction mitigation meetings on a weekly basis with Winsor representatives, and will participate routinely in area-wide Construction Coordination meetings with other LMA institutions.

B. Environmental Protection Component:

1. Wind

Potential wind tunnel effects along Plymouth Street and Longwood Avenue have been minimized by the stepped-back design of the building which will deflect and diffuse wind patterns.

2. Shadow

Shadow studies of the proposed building during the winter solstice and the spring/fall equinoxes reveal the limited time and impact area of shadowing on the entrance plaza, child care rooftop play area, Winsor playing fields, and Temple Israel facade.

3. Daylight

A longer frontyard setback at the western end of the building's office element allows more daylight to fall on the child care rooftop play area, the plaza, and the main entrance to Temple Israel.

4. Solar Glare

The exterior materials will consist largely of brick, precast and limestone elements, which will minimize glazing and therefore, minimize solar glare.

5. Air Quality

An air quality analysis of the proposed parking garage was performed to estimate maximum carbon monoxide (CO) concentrations from the garage under worst case conditions at four sensitive receptors:

- * Proposed Child Care Center (play area)
- * Winsor School Science Center (air intake vents)
- * Winsor School playing fields
- * Plymouth Street (pedestrian area)

All predicted CO levels are safely in compliance with the National Ambient Air Quality Standards which are designed to protect public health and welfare.

Source: Technical Memorandum, Air Quality Analysis for Temple Garage Project, Tech Environmental, Inc., August, 1987.

6. Water Quality

Impervious surface area will remain essentially the same, since an existing paved surface lot already covers the site. No additional run-off is anticipated.

7. Flood Hazard Zones/Wetlands

Zone C: Minimal Flooding.

8. Groundwater

Nine soil borings and four groundwater wells indicate that water level is reached at depths ranging from 8-22' with the northeast portion of the site having the highest water table.

Source: McPhail Associates, Inc., Environmental Site Assessment, Temple Project, April, 1988.

9. Geotechnical Impact, including subsoil conditions

Soil borings indicate that the site is underlain by a 3.5 to 9.5 foot thickness of loose granular fill. The fill consists of a dark brown mixture of silt, sand, gravel and clay containing varying amounts of brick and loam. The fill is underlain by successive strata of sand, silty clay, and glacial till which is known to be plastered on the surface of the underlying bedrock.

Source: McPhail Associates, Inc., Environmental Site Assessment, Temple Project, April, 1988.

10. Solid and Hazardous Waste

Based on soil borings (and a photo-ionization analysis of samples), an investigation into the history of the site, and a search of available public records, engineering consultants have stated that there is no reason to suspect that hazardous materials or oil as defined by MGL Chapter 21E are present or have a present impact on the site.

Source: McPhail Associates, Inc., Environmental Site Assessment, Temple Project, April, 1988.

11. Noise

Construction-related noise, such as jackhammers, trucking, etc. is expected, although the only pile-driving anticipated is in connection with installation of sheathing (so-called "soldier piles"). Effort will be made to minimize such noise to reduce its effect on the adjacent school, Temple, and other neighbors. Any noise related to operation of the garage, child care, or office components of the project will be in compliance with the City of Boston Noise Ordinance.

12. Construction Impact

Construction impact should be minimal and short-term in nature. Appropriate steps will be taken to minimize dust emissions, noise, and traffic impacts.

13. Rodent Control

Contractor will employ appropriate measures to ensure that any potential rodent problem will be controlled.

C. Urban Design Component

The massing and form of the proposed development is designed to respect the scale, orientation, and activity areas of its neighbors through appropriate use of setbacks, functional organization, and orientation of building volumes.

The commercial/retail, child care and office uses are all located at the Longwood Avenue frontage of the development, to provide the most dynamic and interesting street edge and to shield the parking component from the street. The garage levels step down from the commercial block toward the back edge of the site, to break up the overall mass and minimize its impact. The retail/commercial space, child care, and outermost garage levels create parapet lines related to the 2-1/2 story height of the nearby institutional structures.

The tallest volume of the proposed building is placed close to the Longwood Avenue end of the site, with massing stepping down to the west and north, to minimize shadowing and inappropriate scale contrasts relative to the adjacent Temple Israel and Winsor properties. At the Plymouth Street/Longwood Avenue corner, the building mass is cut back to create a pedestrian plaza and allow greater sun penetration to the landscaped open space.

The setbacks and facade modulation break up the overall building mass and give it an architectural scale compatible with its surroundings.

1. Relationship to Subdistrict Urban Design Features

See number 3 below.

2. Quality of the Pedestrian Environment

A sunlit, landscaped plaza is created at the Plymouth Street/Longwood Avenue corner of the site. The main Temple Israel entrance fronts on this plaza, and is emphasized by a glazed canopy providing a sheltered connection to the garage for pedestrians. The drop-off loop will be paved in a pedestrian-oriented material, such as brick, to emphasize its limited access and use, and its continuity with the landscaped pedestrian areas.

A widening of the Longwood Avenue sidewalk is planned which will increase sidewalk width from 8' to 14' to enhance the pedestrian environment of this important corridor. Additionally, a covered pedestrian arcade area runs the length of the Longwood facade protecting pedestrians from the elements and further widening the useable sidewalk area.

3. Consistency with Established Design Guidelines

The proposed project is consistent with the guidelines and principles articulated in the Longwood Medical Area Open Space Framework, 1986, and the 1981 Arrowstreet/MASCO publication Master Programming for the Longwood Medical Area.

D. Historic Resources Component

1. Impact on Objects, Structures, Buildings, Sites, or Districts of Historic, Architectural, Archaeological, or Cultural Distinction.

Although several buildings in the Longwood Medical Area, including Temple Israel, are listed in the Boston Landmarks Commission's Historical Resources Inventory of the Fenway, none of the buildings are listed on the National Register of Historic Places (NR). The closest NR structure is Brookline's Longwood Avenue bridge across the Muddy River. The closest NR site is the Riverway portion of Olmsted's Emerald Necklace which borders the Muddy River along its Brookline and Boston boundary. The proposed project will have no effect on any of these structures or sites, and has been designed to complement the historic architecture of Temple Israel and other buildings of the Longwood Medical Area.

2. Landmark Status of Property

Not applicable.

E. Infrastructure Systems Component

1. Water Consumption.

The anticipated water consumption is approximately 7,300 gallons per day.

2. Electricity Consumption.

The anticipated electricity consumption is approximately 1,575 KVA.

3. Sewage Generation

The anticipated sewage generation is approximately 7,300 gallons/day.

4. Energy Requirements are estimated to be approximately 42,000 therms.

IV. COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

A. Boston Civic Design Commission Review

The proponent intends to submit its final plans for the project to the Boston Civic Design Commission concurrently with its submission of plans to the Boston Redevelopment Authority.

B. Boston Landmarks Commission Review

The project does not fall within the jurisdiction of the Boston Landmarks Commission.

C. Massachusetts Environmental Policy Act Requirements

No state permits are required. In addition, the proposed project is below any threshold which could have triggered MEPA review.

D. Architectural Access Board Requirements

This project is subject to the jurisdiction of the Architectural Access Board and it will be designed to comply with its requirements.

E. Mayor's Office of Neighborhood Services

Several community meetings have been held to brief local residents on the project. MASCO will continue to work closely with the Mayor's Office of Neighborhood Services and the BRA staff to provide information about the project to interested local residents.

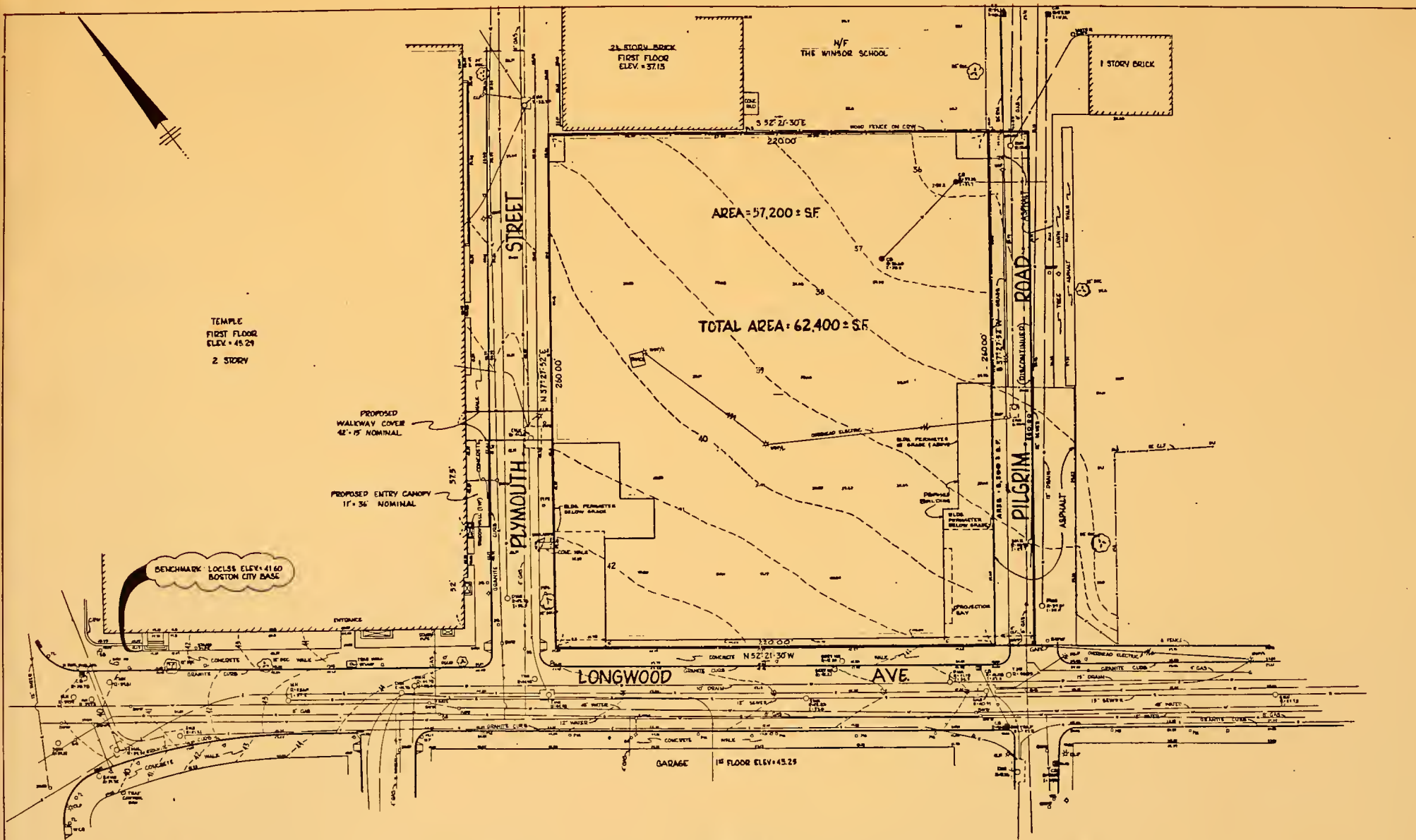
Appendix 1

Project Drawings

Appendix 1

Project Drawings

1. Site Location Map
2. Site Survey Plan
3. Proposed Site Plan
4. Ground Floor Plan - level O1/G4
5. Typical Office/Garage Floor Plan - level O3/G7
6. Typical Office Floor Plan - level O5
7. Building Section - Longwood Avenue to Winsor Courtyard
8. Building Section - Plymouth Street to Pilgrim Road
9. Building Elevation - Longwood Avenue
10. Building Elevation - Pilgrim Road
11. Building Elevation - Winsor Courtyard
12. Building Elevation - Plymouth Street
13. Building Rendering - View from Temple Israel



LEGEND

WCB	WHEEL CHAIR GRAB
FD	TRAFFIC LIGHT
RD	RAIL
ED	ELECTRIC, MANHOLE
SD	SEWER
CD	CANAL
CB	CATCH BASIN
CON	CONCRETE OUTLINE WALL
BR	BRICK
CI	CLUB INLET
CLP	CONCRETE LIGHT POLE
MLP	METAL LIGHT POLE
PA	PARKING METERS
WB	WATER
SWP	SEWER WASTE, OPENING
WH	WATER HOLE
DEL	DELEGATION
W	WATER
CLP	CONCRETE LIGHT POLE
WCB	WHEEL CHAIR GRAB

THIS IS TO CERTIFY THAT THIS IS A TRUE
PLOT PLAN BASED UPON AN ACTUAL FIELD
SURVEY AND INFORMATION OF RECORD

Robert E. Cameron
REGISTERED PROFESSIONAL LAND SURVEYOR

TOPOGRAPHIC PLAN OF LAND LONGWOOD AVENUE BOSTON, MASSACHUSETTS

RE. CAMERON & ASSOCIATES, INC.
681 WASHINGTON STREET
NORWOOD, MASSACHUSETTS

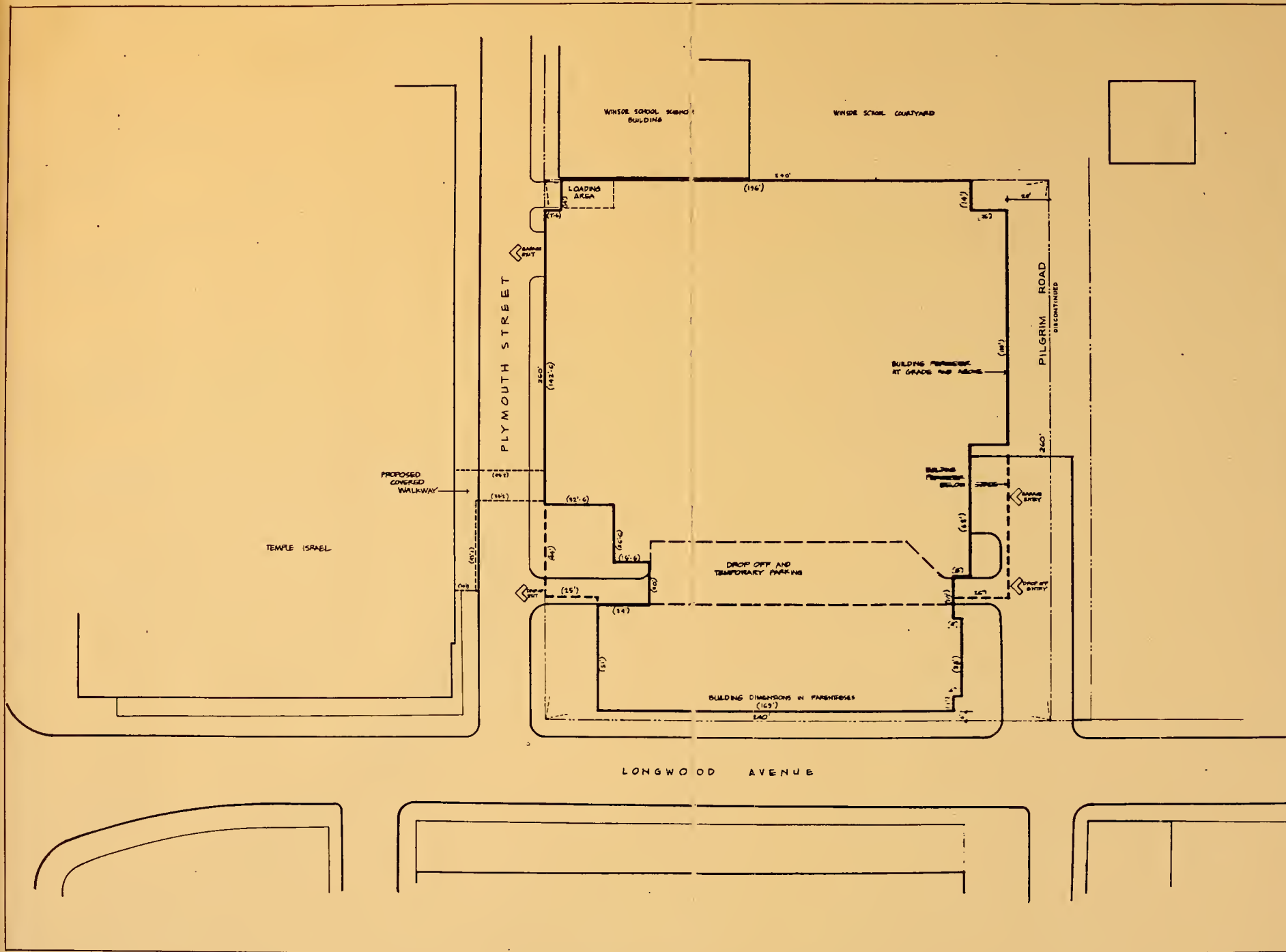
SCALE 1" = 20' MARCH 25, 1987
NOVEMBER 10, 1988

UNDERGROUND UTILITIES SHOWN ARE FROM FIELD
OBSERVATIONS AND RECORD INFORMATION AND ARE
NOT WARRANTED TO BE EXACT NOR IS IT WARRANTED
THAT ALL UNDERGROUND PIPES OR STRUCTURES ARE SHOWN



Robert E. Cameron
PROFESSIONAL LAND SURVEYOR

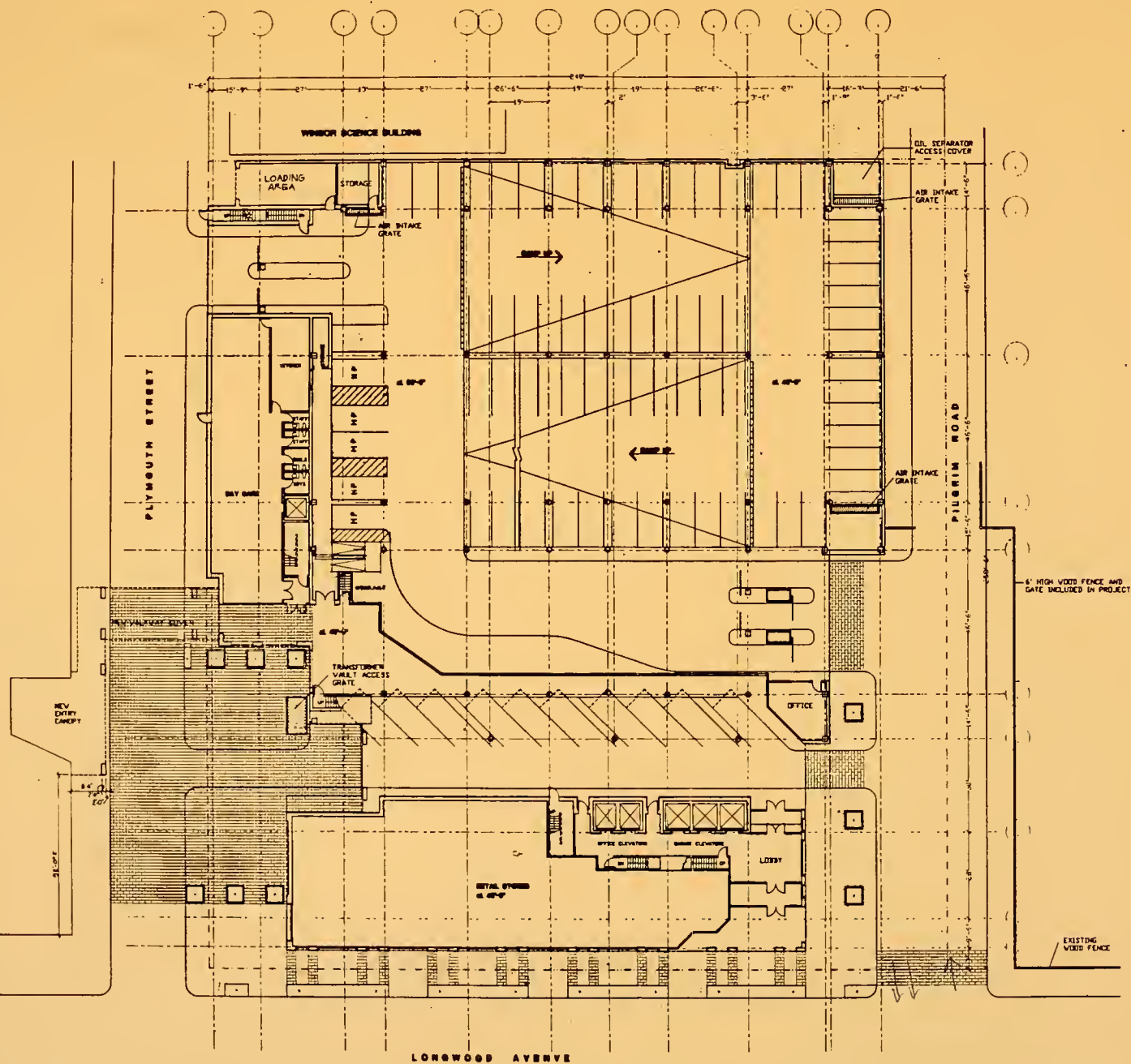
Site
Survey
Plan



		arrowstreet inc. Address: _____ Phone: _____ E-mail: _____ 10 Arrow Street, Longwood, Massachusetts 01108
MASCO Mixed Use Development Longwood Avenue Boston, Massachusetts		
SITE PLAN OF LAND LONGWOOD AVENUE BOSTON MASS.	PROJECT NO: B701	
SCALE: 1" = 20'	DATE: NOVEMBER 22 1988	
SHEET NO: 1-1		

Proposed
Site
Plan

TEMPLE ISRAEL
EDUCATION BUILDING



LEVEL 01/G4



arrowstreet inc.

Address
Phone
Fax
14 Jamb Street Cambridge, Massachusetts 02148

MASCO Mixed Use Development

Longwood Avenue
Boston, Massachusetts

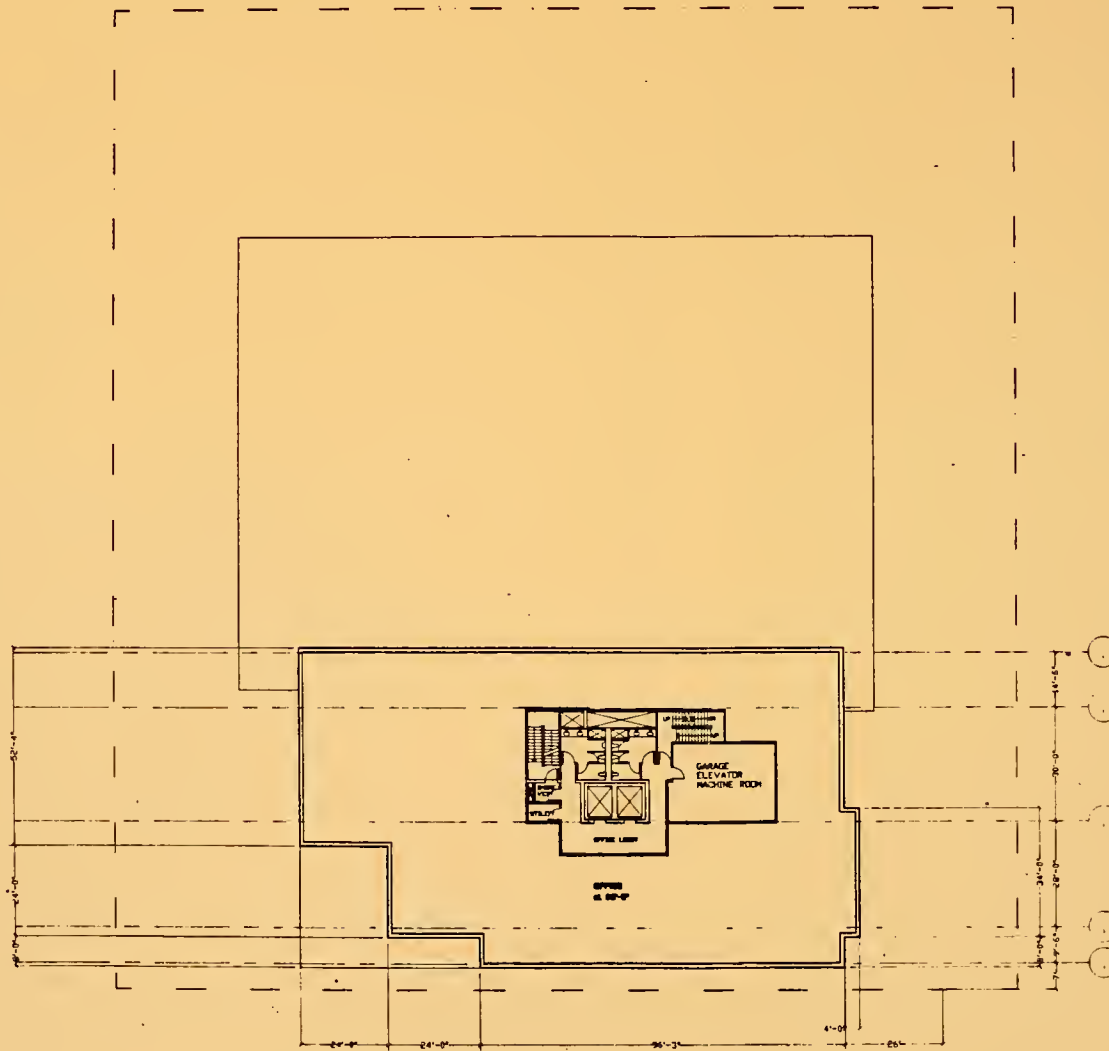
PROJECT NO.
5701

DATE
7-26

BY
B O B

A 4

Ground
Floor
Plan



LEVEL 05



arrowstreet inc.

Address
Phone
Urban Design
14 West Street, Cambridge, Massachusetts 02138

MASCO Mixed Use Development

Longwood Avenue
Boston, Massachusetts

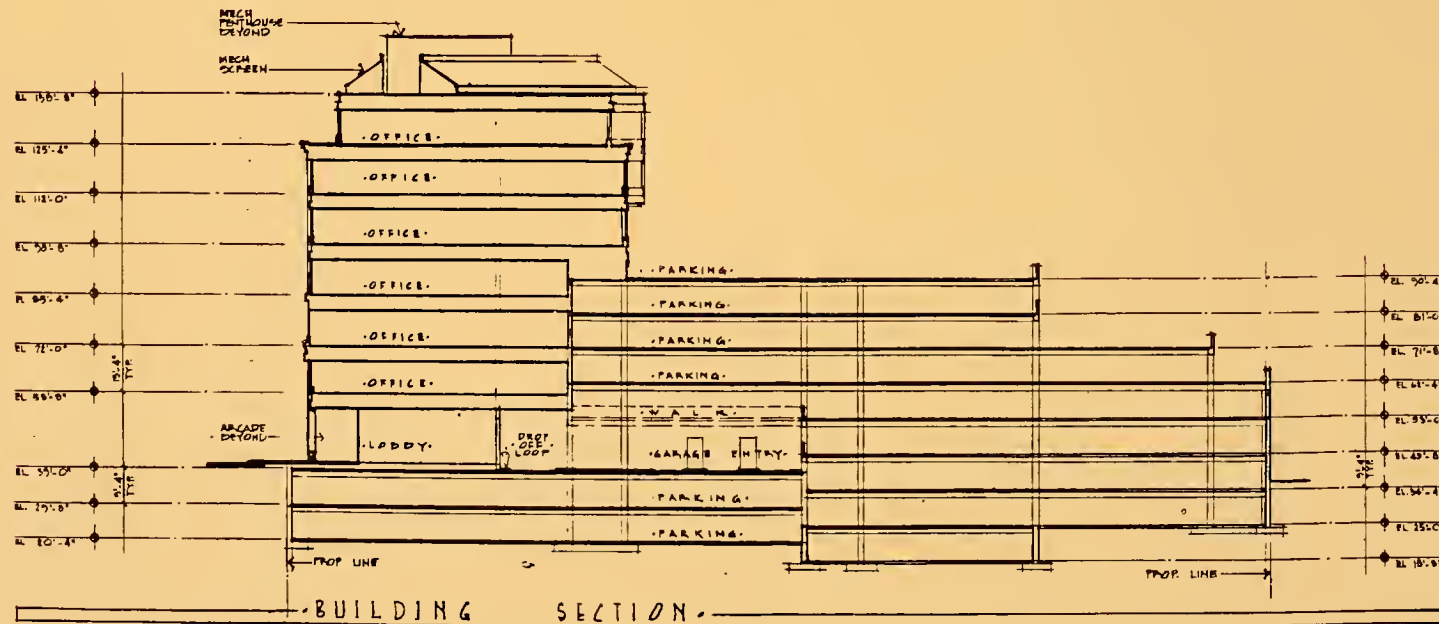
PROJECT NO:
8701

SCALE:
1" = 16'

DATE:
NOV 8 88

SHEET NO:
A 10

Typical
Office
Floor Plan



arrowstreet inc.
Architect
Project
Urban Design
14 John Street Cambridge, Massachusetts 02138

MASCO Mixed Use Development
Longwood Avenue
Boston, Massachusetts

Longitudinal Section
Longwood to
Winsor courtyard

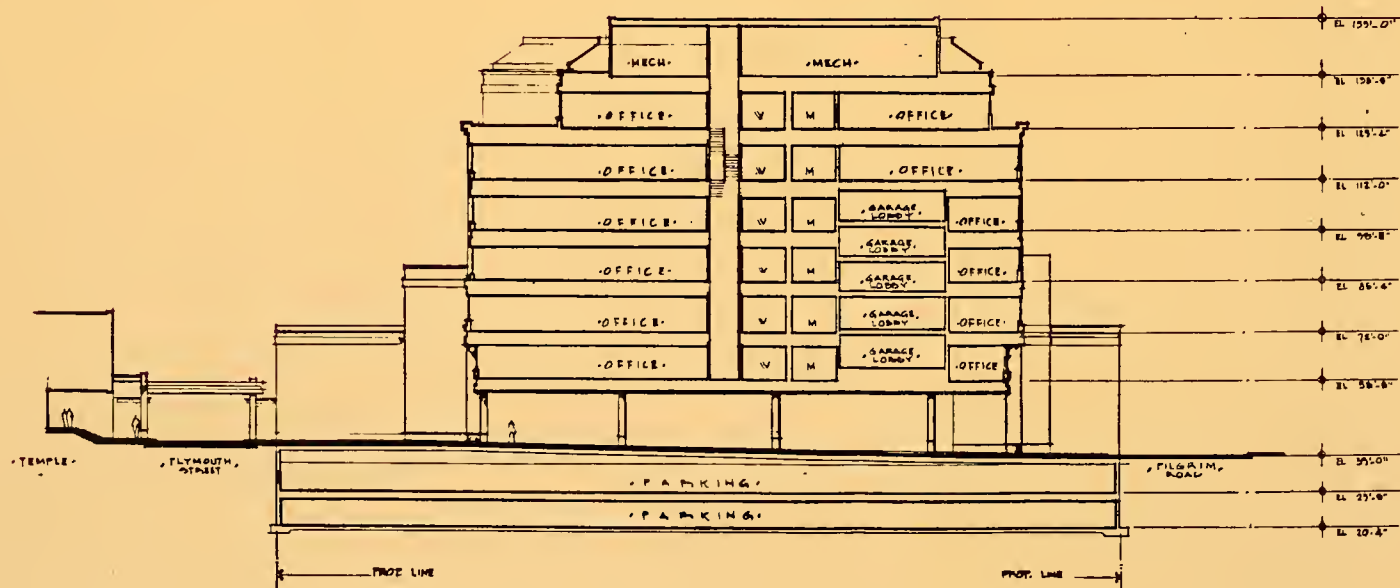
PROJECT NO.
8701

SCALE
1"=16'

DATE
NOV 8 08

SHEET NO.
A 19

Building
Section



• BUILDING SECTION •

arrowstreet inc.
 Architects
 14 River Street Cambridge, Massachusetts 02142

MASCO Mixed Use Development
 Longwood Avenue
 Boston, Massachusetts

Cross section
 Plymouth Street to
 Pilgrim Road

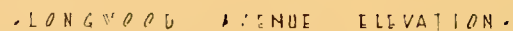
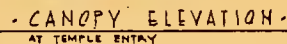
PROJECT NO.
 8101

SCALE
 1"=16'

DATE
 NOV 8 88

SHEET NO.
 A 20

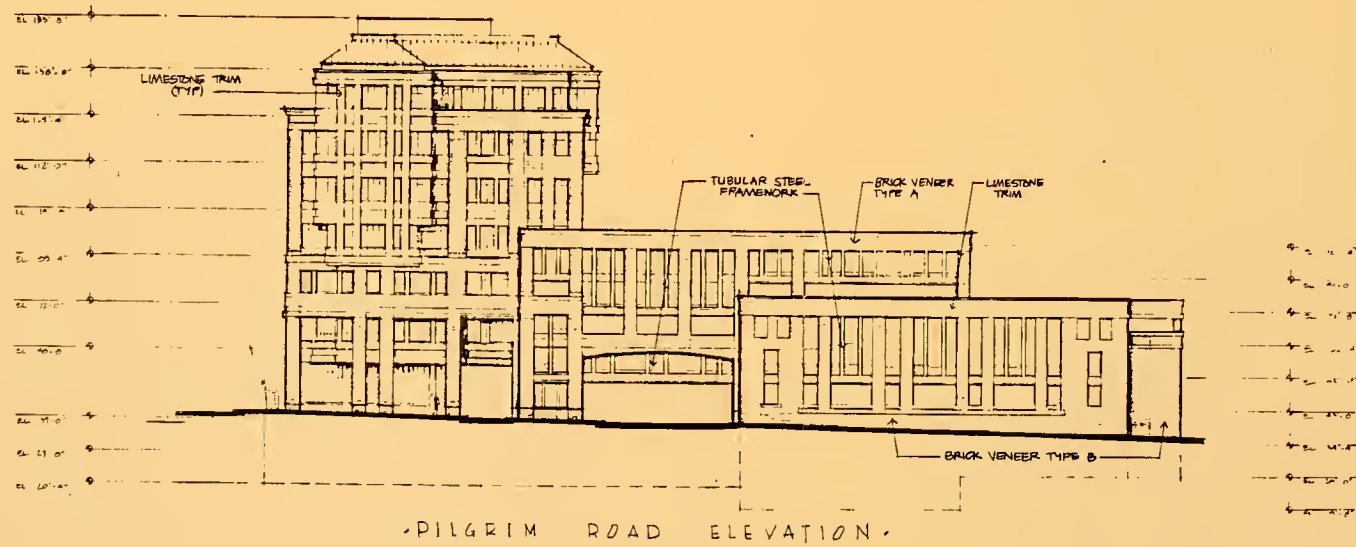
Building
 Section



Appendix
 Planning
 Action Checklist

A 15

Building Elevation



arrowstreet inc.

14 Ames Street Cambridge, Massachusetts 02138

MASCO Mixed Use Development

Longwood Avenue
Boston, Massachusetts

PROJECT NO
8701

SCALE
1"=16'

DATE
NOV 8 88

SHEET NO
A 16

Building
Elevation

10

ALUMINUM PANEL

ALUMINUM CURTAINWALL
AND PANEL SYSTEM

BRICK VENEER TYPE A

TUBULAR STEEL FRAMEWORK

LIVESTONE VENEER

BRICK VENEER TYPE B

ALUMINUM WINDOWS W/1
SPINDLE GLASS IN WWS
RECESS - LIVINGSTONE RD + SILL

8' CMU (CONCEALED BY ADJACENT
WINDOR BUILDING)

WINSOR COURT ELEVATION

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

E. 55.4

arrowstreet inc.

11 Green Street Cambridge, Massachusetts 02138

MASCO Mixed Use Development

Longwood Avenue
Boston, Massachusetts

PROJECT NO.

8704

SCALE

1/8" = 1'-0"

DATE

NOV 8 98

SHEET NO.

A 17

Building
Elevation



Building
Rendering
View from
Temple
Israel

Appendix 2

Facade Treatment and Design Baseline

11 May 1988

FACADE TREATMENT AND DESIGN BASELINE

The following is a design baseline for Arrowstreet's architectural development of the new MASCO Garage project on Temple Israel land at Longwood Avenue and Pilgrim Road. It presents the criteria which will govern Arrowstreet's design of the building facades facing the Winsor School Courtyard and Winsor Playing Fields, and other critical design features. This baseline has been developed by Arrowstreet and approved by CBT (Charles Tseckares and Robert Brown) as a basis for agreement between MASCO and Winsor as to the accepted criteria for design of the portions of the project of primary concern to Winsor School. The accompanying design sketches are meant only as illustrations of application of these guidelines.

1. General Facade Design Issues

- a. Heights and Setbacks of all building masses will be within the maximum massing envelope defined in the model presented and agreed to by the Winsor Ad Hoc Committee in December 1987 (as further defined in plan and section drawings).
- b. Parapets of all affected building facades will be horizontal.
- c. Articulated Exterior Treatments outlined below will be developed within the zone of the exterior structure and skin of the building, except as otherwise specified.
- d. Facades Abutting Winsor Open Space (including the Courtyard Facade and the Pilgrim Road Facade) will be designed to be compatible with the architecture and scale of the existing Winsor School buildings. These elements of the project will be treated sufficiently distinctly from the exterior treatment of the rest of the garage and office/retail areas to help subdivide the apparent mass of the project.

2. **Courtyard Facade** (the facade at the rear property line of the site, from the southeast corner of the Winsor Science Building to the northeast corner of the project site)
 - a. A Fire Wall is required for this facade, by code. Within this constraint, this wall shall have: 1. a combination of window openings, protected to respect the fire code, which shall be similar in size and configuration to the windows on the Winsor Science Building facade facing the courtyard; and 2. a minimum of one recess which will express the depth of the wall similar to the large "notch" in the Winsor Science Building facade between the two pediments.
 - b. Predominant Material will match the brick and mortar used on the Winsor School Science Building. Other colors of brick may be used as accent elements.
 - c. Accent Material for trim elements will be limestone or limestone-colored precast concrete or material of a substantially similar appearance.
 - d. Vertical Elements will be introduced to subdivide the horizontal dimension of this facade, at a spacing comparable to or less than the width of one of the gable ends on the east face of the Winsor Science Building.
 - e. Horizontal Trim Elements will be incorporated, if necessary, to subdivide the vertical height of this facade and to define a ground-related zone of human scale.
 - f. Parapet atop this facade will be sufficiently high that cars parked immediately behind it will not be visible from the patio outside the Winsor School Main Waiting Room. (Increasing the height of this parapet to ensure that this condition is met will not constitute a violation of the massing envelope.)

- g. At Least Three Trees, of six-inch caliper minimum (species to be selected in coordination with Winsor School), will be planted on the Winsor School side of this facade in locations to be selected by the Winsor School. Consideration will be given to appropriate additional foundation plantings, to be discussed with the Winsor School.
- 3. **Pilgrim Road Facade** (the facade at the eastern property line of the Temple Israel parking lot, abutting the former right-of-way of Pilgrim Road, extending approximately 120 feet from the northeast corner of the project site)
 - a. Open Wall, with minimum 50% opening, as required for an open parking structure.
 - b. Designed as Transition from treatment of office/retail block to Courtyard Facade.
 - c. Mixed Facade Design, partly of articulated brick wall with punched openings, and partly of open framework of brick and trim elements.
 - d. Major Vertical Elements of the framework will be at a spacing comparable to or less than the width of one of the gable ends on the east face of the Winsor Science Building.
 - e. Predominant Materials will be brick, as indicated for the Courtyard Facade, and limestone or limestone-colored precast concrete or material of a substantially similar appearance.
 - f. Secondary Trim Elements, of masonry or metal, will be introduced to subdivide the wall openings to achieve window-like scale.
 - g. Horizontal Trim Elements will be incorporated, if necessary, to define a ground-related zone, continuous with and treated similarly to the ground-related zone of the Courtyard Facade.

4. Set-back Upper-level Garage Facades

- a. Open Walls, with minimum 50% opening, as required for an open parking structure.
- b. Framework of major vertical and horizontal facade elements, designed to screen and minimize the visibility of parking ramps behind the facade.
- c. Scale of framework pattern of major vertical and horizontal facade elements will be similar to that of exterior treatment of office/retail block.
- d. Major Vertical Elements of the framework will be at a spacing comparable to or less than the width of one of the gable ends on the east face of the Winsor Science Building.
- e. Predominant Material will be limestone or limestone-colored precast concrete or material of a substantially similar appearance.
- f. Secondary Trim Elements, of masonry or metal, will be introduced to subdivide the wall openings to achieve window-like scale.

5. Other Design Issues

- a. Garage Lighting will not be mounted on exposed poles. For example, wall-mounted or bollard-mounted lighting will be considered to meet this criterion.
- b. Interior Surfaces of the building that are exposed to view from the exterior will be, to the extent feasible, compatible in color with exterior finish treatments.
- c. North Wall of the Child Care Center, facing the Winsor Science Building, will be finished in the same materials as the major facades of the Child Care Center.

BOSTON PUBLIC LIBRARY



3 9999 06315 704 2

